B. Pipelines

The Shore Terminals wharf originally had three product pipelines connected to storage tanks on the upland parcel when the terminal was purchased in 1991 to which another two were added. BAAQMD regulations required the terminal to provide a wharf connection to the vapor collection system, and one of the product lines was converted from cargo to vapor service. Shore Terminals proposes to replace the converted product line with a new 12-inch pipeline in the future. The construction and operational impacts for this proposed new line were analyzed in the 1994 EIR prepared by the City of Martinez for the Wickland Marine Terminal Expansion.

The Shore Terminals pipelines run on a low pipe rack along the west side of the wharf access road. The total length of these lines is 6,000 feet. Of this total, 1,300 feet are over open water on the wharf itself, 500 feet are over open marshlands along Suisun Bay, and the remainder of the alignment rests in a graded swath at the edge of the marsh. The rack currently carries a 30-inch and 12-inch dark product line, two 12-inch clean product lines, a 12-inch vapor recovery line and necessary water and electrical connections for the wharf. The proposed new pipeline would be added to the existing pipe rack.

All of the pipelines from the wharf to the tank farm are above ground. These lines are set on pipe racks, squat "H" frame steel supports located every 30 feet or so along the pipeline route, or on "sleepers", concrete bars set on the ground like railroad ties. Above ground pipelines are inspected on a regular basis and are painted to protect them from corrosion.

There is also a pipeline from the upland facility that runs east, across Pacheco Slough, to the Santa Fe Pipeline common carrier Concord Station. This line is approximately 3 miles long, and would remain in service regardless of the action taken by CSLC on the Marine Terminal.

C. Tanker/Barge Traffic

1. Vessel Navigation in the Bay Area

Waterborne traffic in the San Francisco Bay Region is generated by eight major commercial ports, including Sacramento and Stockton, several water-dependent military installations, an active ferry network, fishing activities and recreational boating. There are 25 marine terminals located in the Bay Area (see Figure 4). According to the Corps of Engineers report, "Waterborne Commerce of the United States", an average of almost 90,000 vessels transit the Bay Area every year; of these, 5,500 are tankers and another 4,000 are tank barges. An average of 8,000 vessels

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